ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Los Angeles Metro Light Rail CORE Capacity & System Integration Project

Resolution SCCP-P-2324-09B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☑ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on June 28, 2024 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Los Angeles County Metropolitan Transportation Au, and the Implementing Agency, Los Angeles County Metropolitan Transportation Aut, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/28/2023 meeting the Commission approved the Solutions for Congested Corridors Program and included in this program of projects the Los Angeles Metro Light Rail CORE Capacity & System Integr, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ■ Resolution G-23-45, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated 6/28/2023
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Los Angeles County Metropolitan Transportation Authority agrees to secure funds for any additional costs of the project.

4.6 Los Angeles County Metropolitan Transportation Authority agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Los Angeles County Metropolitan Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Los Angeles County Metropolitan Transportation Authority agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The state will not cover costs in the event of a cost overrun.

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Los Angeles Metro Light Rail CORE Capacity & System Integration Project

Resolution: SCCP-P-2324-09B

(to be completed by CTC)

E-SIGNED by Shawn Atlow on 2024-05-21 16:02:13 PDT

May 21, 2024
Date

Stephanie N. Wiggins

CEO, LA County Metropolitan Transportation Authority

Project Applicant

E-SIGNED by Shawn Atlow on 2024-05-21 16:02:19 PDT

May 21, 2024
Date

Stephanie N. Wiggins

CEO, LA County Metropolitan Transportation Authority

Implementing Agency

05/24/2024
Date

District 7 Director

District Director
California Department of Transportation

06/14/2024
Date

Tony Tavares
Director
California Department of Transportation

07/02/2024
Date

Tanisha Taylor

Executive Director
California Transportation Commission

Los Angeles Metro Light Rail CORE Capacity and System Integration Project

PROJECT NOMINATING AGENCIES
- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT IMPLEMENTING AGENCY
- Metro

PROJECT LOCATION
The Project is located in Los Angeles County, in the cities of Los Angeles, El Segundo, Inglewood, and Redondo Beach, primarily on the Metro C Line (Green).

PROJECT SCOPE

The Project consists of capital, operational, rehabilitation, and expansion (i.e., CORE) components for the Metro K (Crenshaw/LAX) and C (Green) light rail transit (LRT) lines that are necessary to accommodate and allow for the operation of three-car trains, thus making it possible to move more people on existing transit networks safely, reliably, and sustainably. Major project elements are:

- Station platform expansion and station area accessibility improvements at Aviation/LAX to accommodate Metro's standard 3-car trains
- The addition of two new traction power substations (TPSS) to support 3-car trains
- Replacement of four existing traction power substations
- Replacement of the now-failing 30-year-old Overhead Catenary System (OCS) on Metro's C Line
- Replacement of worn and corroded track, ties, and fasteners in the Project Area

Together these improvements address community needs for high quality transit, help promote greater transportation equity by expanding system capacity and accessibility, by making the overall quality of transit trips better through greater reliability and updating parts of the system that need to be restored to a state of good repair. The Project also importantly contributes to Greenhouse Gas Reductions and air quality improvements that enhance quality of life for communities surrounding the project area, many of which fall within the most severely disadvantaged census tracts in California per the SB 535 Disadvantaged Communities definition.

PROJECT BENEFITS

The Project is anticipated to yield benefits over a long horizon. In the near term, the Project improves system reliability and creates operational flexibility to meet transit passenger travel demand, particularly when demand peaks around events. In the long term, the Project critically supports the anticipated future ridership that the transit system will encounters as future light rail expansion efforts enter into operations.

SCCP PROGRAM OBJECTIVE	METRIC	BENEFIT/OUTCOME
Congestion Reduction	Vehicle Miles Travelled (VMT per day (Highway)	Reduces VMT by 26,423 a day
Throughput	Metro Daily Rail Ridership	Adds 1,381 new daily riders
Safety	Reduction in Highway Accident Costs	Generates $10.6 million in accident savings over 20 Years
Economy	Indirect and Direct Job Creation	Creates 2,347 Jobs
Greenhouse Gas (GHG) Reduction	CO2 (GHG) Saved	Reduces 64,088 metric tons of greenhouse gas emissions

PROJECT COST ($s in millions)

SCCP Awarded	Local and/or Other State Funds	Total SCCP Eligible Costs	Total Project Cost
$20.0 M	$183.4 M	$24.8 M	$203.4 M

PROJECT SCHEDULE

Environmental Completion	Preliminary Engineering Completion	Right of Way Completion	Construction Initiation
December 2023	February 2025	Not Applicable	October 2025

Metro

Caltrans

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0064 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	05/23/2024 15:05:37
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			6209	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County				Caltrans HQ	
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Tyrone Crump			213-547-4377	crumpt@metro.net	

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (Platform Extension and Station Improvements)

Location (Project Limits), Description (Scope of Work)

Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes platform extension and station improvements at the Aviation/LAX C (Green) Line station. The platform extension will accommodate Metro's updated standard of three-car trains. Additionally, the following station area improvements will be made to improve accessibility and comfort:

- Upgrade accessibility features to current standards by constructing boarding platform edge warning strips (ADA truncated dome yellow pavers and pre-warning strips)
- Add a new elevator to expand the accessibility of the station
- Improve communication systems
- Add new lighting systems and wayfinding, especially for people walking, biking, or rolling to the station at night
- Retrofit features for seismic protection
- Replace smoke detectors
- Add emergency management panels.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly:	66,54,62	Senate:	35,26,30	Congressional:	43

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2023
Circulate Draft Environmental Document Document Type CE		11/16/2023
Draft Project Report		12/02/2022
End Environmental Phase (PA&ED Milestone)		12/18/2023
Begin Design (PS&E) Phase		04/30/2024
End Design Phase (Ready to List for Advertisement Milestone)		02/28/2025
Begin Right of Way Phase		02/28/2025
End Right of Way Phase (Right of Way Certification Milestone)		02/28/2025
Begin Construction Phase (Contract Award Milestone)		11/15/2025
End Construction Phase (Construction Contract Acceptance Milestone)		10/20/2027
Begin Closeout Phase		10/23/2027
End Closeout Phase (Closeout Report)		10/18/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0064 v0

Date 05/23/2024 15:05:37

Purpose and Need

The CORE Capacity & System Integration Project solves capacity deficiencies on the Crenshaw/LAX (K) and Green (C) Lines due to platform lengths that constrain trains to 2-car consist and insufficient traction power, and brings this section of the light rail network up to a state of good repair. The increased capacity will meet surges in demand from events and growth in ridership on the network.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	7

Date 05/23/2024 15:05:37

Additional Information

Respective of the Platform Extensions and two (2) new TPSS's on the K Line alignment, Metro will commence preliminary engineering prior to or around June 2024 in order to advance design in preparation for the construction of the proposed scope of work. At this time, Metro anticipates the delivery of these two (2) scope components being implemented through separate contracts. As the preliminary engineering advances, Metro will solidify the project delivery approach and the contracting structure for each of the scope elements, at which time Metro would inform the CTC.

There is no ROW phase proposed, as all ROW is within Metro's existing ROW and no additional acquisition is required.

The project is forecasted for completion in 2028.

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

To account for the consolidated project scopes under both the SCCP and TIRCP applications, the total project cost estimate has increased from $195 million to $203.4 million, with the cost for this project component materially increasing to $120 million. Upon further project development, an updated cost estimate for vertical circulation at Redondo Beach station was developed. A signed engineer's estimate reflecting the updated total project costs will be attached to the baseline agreement in March 2024.

PPR ID
ePPR-6065-2023-0064 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	77,911,725	77,938,148	-26,423
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,132	0	1,132
			Hours per Capita	0	0	0
Throughput (Freight)	Optional	Passengers Per Vehicle Service Hour	# of Passengers	2,932	2,896	36
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	12.66	12.96	-0.3
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.198	0	-0.198
			PM 10 Tons	-0.226	0	-0.226
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-64,088	0	-64,088
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-4.69	0	-4.69
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.419	0	-0.419
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-174	0	-174
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-23.3	0	-23.3
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.995	0.995	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	-7	0	-7
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	4.66	4.66	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,347	0	2,347
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.43	0	1.43
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	816,174	0	816,174
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	1,377,019	0	1,377,019

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0064 v0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6209

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (Platform Extension and Station Improvements)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E			8,800					8,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			111,200					111,200	
TOTAL			120,000					120,000	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Available from various eligible Metro-controlled sources
PS&E			4,185					4,185	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			55,976					55,976	
TOTAL			60,161					60,161	

PPR ID
ePPR-6065-2023-0064 v0

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Funding agency is CalSTA.
PS&E			4,615					4,615	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			55,224					55,224	
TOTAL			59,839					59,839	

Fund #3:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									No SCCP funds awarded.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0065 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	05/23/2024 15:07:30
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			6210A	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County				Caltrans HQ	
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Tyrone Crump			213-547-4377	crumpt@metro.net	

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (Replacement-TPSS)

Location (Project Limits), Description (Scope of Work)

Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes the replacement of four existing Traction Power Substation's (TPSS's) located at Aviation, El Segundo, Douglas, and at the Hawthorne Yard. Each TPSS serves the original C (Green) Line alignment. The four replacement units provide additional traction power needed to move three-car trains reliably throughout the system.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly:	66,54,62	Senate:	35,26,30	Congressional:	43

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2023
Circulate Draft Environmental Document Document Type CE		11/16/2023
Draft Project Report		12/02/2022
End Environmental Phase (PA&ED Milestone)		12/18/2023
Begin Design (PS&E) Phase		12/18/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/18/2023
Begin Right of Way Phase		12/18/2023
End Right of Way Phase (Right of Way Certification Milestone)		12/18/2023
Begin Construction Phase (Contract Award Milestone)		12/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)		10/31/2026
Begin Closeout Phase		11/01/2026
End Closeout Phase (Closeout Report)		11/01/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0065 v0

Date 05/23/2024 15:07:30

Purpose and Need

The project would solve capacity deficiencies on the Crenshaw/LAX (K) and Green (C) Lines due to platform lengths that constrain trains to 2-car consists and insufficient traction power, and would bring this section of the light rail network up to a state of good repair. The increased capacity will meet surges in demand from events and growth in ridership on the network. The replacement TPSS along with the two additional TPSS in conjunction with the Overhead Catenary System replacement allows the reliable transmission of the higher traction power that is needed for 3-car trains.

Additionally, the replacement TPSS are required to enable 3-car trains throughout the entirety of the network, and reduces maintenance-related service disruptions, resulting in improved system reliability and services.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail/Transit Equipment	EA	4

Additional Information

The TPSS Replacements will be supervised by Metro Operations; however, the manufacturer and delivery of each unit will be contracted out. Metro is planning to start preliminary engineering in order to advance design in preparation for the construction of the proposed scope of work. At this time, Metro anticipates the delivery of these various scope components being implemented through separate contracts, with a contract focused specifically on the TPSS purchase and installation. As the project advances, Metro will solidify the delivery approach and contracting structure for each scope element, at which time Metro would inform the CTC.

There is no ROW phase proposed, as all ROW is within Metro's existing ROW and no additional acquisition is required.

While the Project depends on all of the separate contracted components, Metro acknowledges the SCCP funding will be applied to the replacement of TPSS's only.

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

Although the total project cost estimate has increased from $195 million to $203.4 million to account for the consolidated project scopes under both the SCCP and TIRCP applications, the cost for this project component has been reduced to $24.8 million. Whereas the grant application included Metro's project to replace four (4) TPSS's along the original C (Green) Line alignment and install two (2) new TPSS's along Metro's K Line in one PPR, this updated PPR reflects only the project to replace four (4) TPSS's along the original C (Green) Line alignment. The project to install two (2) new TPSS's along Metro's K Line is reflected in a separate PPR. Upon further project development and identifying the cost of these components (although the cost for the two (2) K Line TPSS's are unchanged), the cost associated with replacing 4 TPSS's is substantively reduced. The original cost estimate appears to have extrapolated from those for the two (2) new K Line TPSS's; however, the replacements will not require the same level of engineering, civil work, and integration into the system and will thusly have lower associated costs. The revised replacement cost for the replacement of four (4) TPSS's is now $24.8 million. A signed engineer's estimate reflecting the updated total project costs will be attached to the baseline agreement in March 2024.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0065 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	77,911,725	77,938,148	-26,423
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,132	0	1,132
			Hours per Capita	0	0	0
Throughput (Freight)	Optional	Passengers Per Vehicle Service Hour	# of Passengers	2,932	2,896	36
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	12.66	12.96	-0.3
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.198	0	-0.198
			PM 10 Tons	-0.226	0	-0.226
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-64,088	0	-64,088
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-4.69	0	-4.69
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.419	0	-0.419
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-174	0	-174
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-23.3	0	-23.3
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.995	0.995	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	-7	0	-7
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	4.66	4.66	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,347	0	2,347
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.43	0	1.43
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	816,174	0	816,174
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	1,377,019	0	1,377,019

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0065 v0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6210A

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (Replacement-TPSS)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		24,810						24,810	
TOTAL		24,810						24,810	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Available from various eligible LA Metro-controlled sources
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,810						4,810	
TOTAL		4,810						4,810	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0065 v0

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Total SCCP awarded for replacement of four existing TPSS located at Aviation, El Segundo, Douglas, and Hawthorne Yard.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		20,000						20,000	
TOTAL		20,000						20,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0068 v0

Amendment (Existing Project)	☐ YES	☒ NO					Date	05/23/2024 15:09:47
Programs	☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☒ Other		

District	EA	Project ID	PPNO	Nominating Agency	
07			6210B	Los Angeles County Metropolitan Transportation Authority	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Los Angeles County				Caltrans HQ	
				MPO	**Element**
				SCAG	Mass Transit (MT)
Project Manager/Contact			**Phone**	**Email Address**	
Tyrone Crump			213-547-4377	crumpt@metro.net	

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (New-TPSS)

Location (Project Limits), Description (Scope of Work)

Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes the installation of two new Traction Power Substations (TPSS) on the Metro K Line in the cities of Inglewood and Los Angeles. The two new TPSS units provide additional traction power needed to move three-car trains reliably throughout the system.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly:	66,54,62	Senate:	35,26,30	Congressional:	43

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			07/01/2023
Circulate Draft Environmental Document	Document Type CE		11/16/2023
Draft Project Report			12/02/2022
End Environmental Phase (PA&ED Milestone)			12/18/2023
Begin Design (PS&E) Phase			07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)			10/13/2024
Begin Right of Way Phase			10/13/2024
End Right of Way Phase (Right of Way Certification Milestone)			10/13/2024
Begin Construction Phase (Contract Award Milestone)			10/14/2024
End Construction Phase (Construction Contract Acceptance Milestone)			10/31/2026
Begin Closeout Phase			11/01/2027
End Closeout Phase (Closeout Report)			11/03/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0068 v0

Date 05/23/2024 15:09:47

Purpose and Need

The project would solve capacity deficiencies on the Crenshaw/LAX (K) and Green (C) Lines due to platform lengths that constrain trains to 2-car consists and insufficient traction power, and would bring this section of the light rail network up to a state of good repair. The increased capacity will meet surges in demand from events and growth in ridership on the network. The replacement TPSS along with the two additional TPSS in conjunction with the Overhead Catenary System replacement allows the reliable transmission of the higher traction power that is needed for 3-car trains.

Additionally, the new TPSS are required to enable 3-car trains throughout the entirety of the network, and reduces maintenance-related service disruptions, resulting in improved system reliability and services.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail/Transit Equipment	EA	2

Additional Information

Respective of the Platform Extensions and two (2) new TPSS's on the K Line alignment, Metro will commence preliminary engineering prior to or around June 2024 in order to advance design in preparation for the construction of the proposed scope of work. At this time, Metro anticipates the delivery of these two (2) scope components being implemented through separate contracts. As the preliminary engineering advances, Metro will solidify the project delivery approach and the contracting structure for each of the scope elements, at which time Metro would inform the CTC.

There is no ROW phase proposed, as all ROW is within Metro's existing ROW and no additional acquisition is required.

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

Although the total project cost estimate has increased from $195 million to $203.4 million to account for the consolidated project scopes under both the SCCP and TIRCP applications, the cost for this project component has remained unchanged. Whereas the grant application included Metro's project to replace four (4) TPSS's along the original C (Green) Line alignment and install two (2) new TPSS's along Metro's K Line in one PPR, this updated PPR reflects only the project to install two (2) new TPSS's along Metro's K Line. The project to replace four (4) TPSS's along the original C (Green) Line alignment is reflected in a separate PPR. A signed engineer's estimate reflecting the updated total project costs will be attached to the baseline agreement in March 2024.

PPR ID
ePPR-6065-2023-0068 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	77,911,725	77,938,148	-26,423
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,132	0	1,132
			Hours per Capita	0	0	0
Throughput (Freight)	Optional	Passengers Per Vehicle Service Hour	# of Passengers	2,932	2,896	36
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	12.66	12.96	-0.3
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.198	0	-0.198
			PM 10 Tons	-0.226	0	-0.226
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-64,088	0	-64,088
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-4.69	0	-4.69
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.419	0	-0.419
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-174	0	-174
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-23.3	0	-23.3
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.995	0.995	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	-7	0	-7
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	4.66	4.66	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,347	0	2,347
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.43	0	1.43
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	816,174	0	816,174
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	1,377,019	0	1,377,019

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0068 v0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6210B

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (New-TPSS)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E			2,711					2,711	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			32,450					32,450	
TOTAL			35,161					35,161	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Total SCCP awarded for replacement of four existing TPSS located at Aviation, El Segundo, Douglas and Hawthorne Yard.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0068 v0

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Funding agency is CalSTA.
PS&E			2,711					2,711	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			32,450					32,450	
TOTAL			35,161					35,161	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0066 v0

Amendment (Existing Project) ☐ YES ☒ NO							Date	05/23/2024 15:11:16
Programs ☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☒ Other			
District	EA	Project ID	PPNO	Nominating Agency				
07			6211	Los Angeles County Metropolitan Transportation Authority				
County	Route	PM Back	PM Ahead	Co-Nominating Agency				
Los Angeles County				Caltrans HQ				
				MPO		Element		
				SCAG		Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address				
Tyrone Crump			213-547-4377	crumpt@metro.net				

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (Overhead Catenary System Replacement)

Location (Project Limits), Description (Scope of Work)

Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes the replacement of the Overhead Catenary System (OCS) along 6.5 miles of the original C (Green) Line alignment – from the Redondo Beach station to the Crenshaw station and located in the cities of Redondo Beach, Manhattan Beach, El Segundo, Hawthorne, and Los Angeles. The OCS Replacement provides greater resiliency for the transmission of Traction Power to Light Rail vehicles operating along the alignment. This component, and in conjunction with the replacement of Traction Power Substations (TPSS's) and the installation of two additional TPSS's along the K Line, enable three-car trains throughout the entirety of the network, and reduces maintenance-related service disruptions, resulting in improved system reliability and services.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly:	66,54,62	Senate:	35,26,30	Congressional:	43

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2023
Circulate Draft Environmental Document Document Type CE		11/16/2023
Draft Project Report		12/02/2022
End Environmental Phase (PA&ED Milestone)		12/18/2023
Begin Design (PS&E) Phase		12/19/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/19/2023
Begin Right of Way Phase		12/19/2023
End Right of Way Phase (Right of Way Certification Milestone)		12/19/2023
Begin Construction Phase (Contract Award Milestone)		12/20/2023
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2026
Begin Closeout Phase		01/02/2027
End Closeout Phase (Closeout Report)		12/30/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0066 v0

Date 05/23/2024 15:11:16

Purpose and Need

The CORE Capacity & System Integration Project solves deficiencies on the Crenshaw/LAX (K) and Green (C) Lines due to platform lengths that constrain trains to 2-car consists and insufficient traction power, and would bring this section of the light rail network up to a state of good repair. The increased capacity will meet surges in demand from events and growth in ridership on the network. The Overhead Catenary System replacement along with the two additional TPSS along with the replacement TPSS (proposed as another component of the project) allows the reliable transmission of the higher traction power that is needed for 3-car trains.

Both project elements are required to enable 3-car trains throughout the entirety of the network, and reduces maintenance-related service disruptions, resulting in improved system reliability and services.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail/Transit Equipment	EA	6.5

Additional Information

Replacement of the OCS along the original C (Green) Line alignment, including the Track Ties and Fastener Replacements, will be supervised by Metro Operations Department as the nature of this work is within a typical range of duties. Due to scale of work, some work may be contracted out to accelerate completion. The TPSS Replacements will also be supervised by Metro Operations; however, the manufacturing and delivery of each unit will be contracted out.

There is no ROW phase proposed, as all ROW is within Metro's existing ROW and no additional acquisition is required.

While the Project depends on all of the separate contracted components, Metro acknowledges the SCCP funding will be applied to the replacement of TPSS's only. No SCCP funds are proposed for the OCS Replacement component.

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones, but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

Although the total project cost estimate has increased from $195 million to $203.4 million to account for the consolidated project scopes under both the SCCP and TIRCP applications, the cost for this project component has been reduced to $14.23 million. At the time of application submittal, costs for the entire C Line alignment were included as a project component. Metro staff has re-evaluated the eligible work scope and revised the allocation to best fit within the approved CORE Capacity region resulting in reduced eligible costs. It is anticipated that Local match costs will escalate elsewhere, likely in the Platform extensions efforts. This update therefore revises this project component to $14.23 million, which is the pro rata share of the entirety of the project that is within the eligible project territory. A signed engineer's estimate reflecting the updated total project costs will be attached to the baseline agreement in March 2024.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0066 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	77,911,725	77,938,148	-26,423
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,132	0	1,132
			Hours per Capita	0	0	0
Throughput (Freight)	Optional	Passengers Per Vehicle Service Hour	# of Passengers	2,932	2,896	36
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	12.66	12.96	-0.3
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.198	0	-0.198
			PM 10 Tons	-0.226	0	-0.226
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-64,088	0	-64,088
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-4.69	0	-4.69
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.419	0	-0.419
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-174	0	-174
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-23.3	0	-23.3
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.995	0.995	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	-7	0	-7
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	4.66	4.66	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,347	0	2,347
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.43	0	1.43
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	816,174	0	816,174
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	1,377,019	0	1,377,019

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0066 v0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6211

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (Overhead Catenary System Replacement)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,235						14,235	
TOTAL		14,235						14,235	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Available through various eligible funding sources
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,235						14,235	
TOTAL		14,235						14,235	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0066 v0

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									SCCP funds are not proposed for this component of the project.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0067 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	05/23/2024 15:12:35
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			6212	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County				Caltrans HQ	
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Tyrone Crump			213-547-4377	crumpt@metro.net	

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (Track Ties and Fastener Replacement)

Location (Project Limits), Description (Scope of Work)

Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes the replacement of worn track, ties, and fasteners along 6.5 miles of the original C (Green) Line – from the Redondo Beach station to the Crenshaw station, in the cities of Redondo Beach, Manhattan Beach, El Segundo, Hawthorne, and Los Angeles. This replacement is needed to address the wear-and-tear of wooden ties at crossover locations, and rail fasteners along aerial structures, bridges, and stations.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly:	66,54,62	Senate:	35,26,30	Congressional:	43

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2023
Circulate Draft Environmental Document Document Type CE		11/16/2023
Draft Project Report		12/02/2022
End Environmental Phase (PA&ED Milestone)		12/18/2023
Begin Design (PS&E) Phase		12/18/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/18/2023
Begin Right of Way Phase		12/18/2023
End Right of Way Phase (Right of Way Certification Milestone)		12/18/2023
Begin Construction Phase (Contract Award Milestone)		07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		03/30/2027
Begin Closeout Phase		04/01/2027
End Closeout Phase (Closeout Report)		04/03/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0067 v0

Date 05/23/2024 15:12:35

Purpose and Need

The CORE Capacity & System Integration Project solves capacity deficiencies on the Crenshaw/LAX (K) and Green (C) Lines due to platform lengths that constrain trains to 2-car consist and insufficient traction power, and brings this section of the light rail network up to a state of good repair. The increased capacity will meet surges in demand from events and growth in ridership on the network.

To support the rail integration and expansion efforts between newer parts of the system (K Line) and older parts of the system (C Line) state of good repair is needed for some of the aging rail components. Replacement of wooden track ties at crossovers and rail fasteners at bridges, stations, and aerial structures on the C Line between Redondo Beach and Crenshaw stations is needed as part of this necessary SGR.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of rehabilitated track	Miles	6.5

Additional Information

Replacement of the Track Ties and Fastener along the original Green Line alignment, including the OCS Replacements, will be supervised by Metro Operations Department as the nature of this work is within a typical range of duties. Due to scale of work, some work may be contracted out to accelerate completion. The TPSS Replacements will also be supervised by Metro Operations; however, the manufacturer and delivery of each unit will be contracted out.

There is no ROW phase proposed, as all ROW is within Metro's existing ROW and no additional acquisition is required.

While the Project depends on all of the separate contracted components, Metro acknowledges the SCCP funding will be applied to the replacement of TPSS's only. No SCCP funds are proposed for the track ties and fastener component.

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones, but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

Although the total project cost estimate has increased from $195 million to $203.4 million to account for the consolidated project scopes under both the SCCP and TIRCP applications, the cost for this project component has been reduced to $9.15 million. The grant application originally forwarded a project cost of $10,097,000 for the work occurring in the CORE project territory. Upon further project development, the forecasted cost is revised downward to $9.15M. A signed engineer's estimate reflecting the updated total project costs will be attached to the baseline agreement in March 2024.

PPR ID
ePPR-6065-2023-0067 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	77,911,725	77,938,148	-26,423
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,132	0	1,132
			Hours per Capita	0	0	0
Throughput (Freight)	Optional	Passengers Per Vehicle Service Hour	# of Passengers	2,932	2,896	36
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	12.66	12.96	-0.3
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.198	0	-0.198
			PM 10 Tons	-0.226	0	-0.226
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-64,088	0	-64,088
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-4.69	0	-4.69
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.419	0	-0.419
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-174	0	-174
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-23.3	0	-23.3
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.995	0.995	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	-7	0	-7
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	4.66	4.66	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,347	0	2,347
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.43	0	1.43
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	816,174	0	816,174
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	1,377,019	0	1,377,019

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0067 v0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6212

Project Title

Los Angeles Metro CORE Capacity & System Integration Project (Track Ties and Fastener Replacement)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,151					9,151	
TOTAL			9,151					9,151	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Available through various eligible funding sources
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,151					9,151	
TOTAL			9,151					9,151	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2023-0067 v0

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									SCCP funds are not proposed for this component of the project.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

District 7 – Los Angeles County
Planning Program Number (PPNO): 6209, 6210A, 6210B, 6211, & 6212
Solutions for Congested Corridors Program (SCCP)
March 2024

PROJECT REPORT EQUIVALENT

Project Title: Light Rail CORE Capacity & System Integration Project

Project Location Description *(include route, postmiles, rail mile posts, address, intersections, etc.):*

The Los Angeles County Metropolitan Transportation Authority (LA Metro) C Line runs mostly within the Interstate 105 (I-105) corridor, traveling east-west for 19.3 miles between the community of Norwalk in the east and stretching west to the South Bay Cities of El Segundo and Redondo Beach. The C Line connects the cities of Bellflower, Compton, El Segundo, Gardena, Hawthorne, Inglewood, Lawndale, Los Angeles, Lynwood, Norwalk, Manhattan Beach, Paramount, Redondo Beach, Santa Fe Springs, and South Gate. LA Metro's K Line runs primarily north-south starting from the connection at the E Line (Expo) at Crenshaw and Exposition Blvd. traveling south through the Crenshaw community on to the City of Inglewood and reaching the Westchester community, where the train parallels the busy I-405. These light rail lines converge at one of the busiest and most congested hubs in Los Angeles— where the two highly traveled and congested I-405 and I-105 highways connect and adjacent to the 4th busiest airport in the nation, Los Angeles International Airport (LAX), as shown in Figures 1-4 below.

Figure 1
Regional Vicinity
The CORE Capacity & System Integration Project

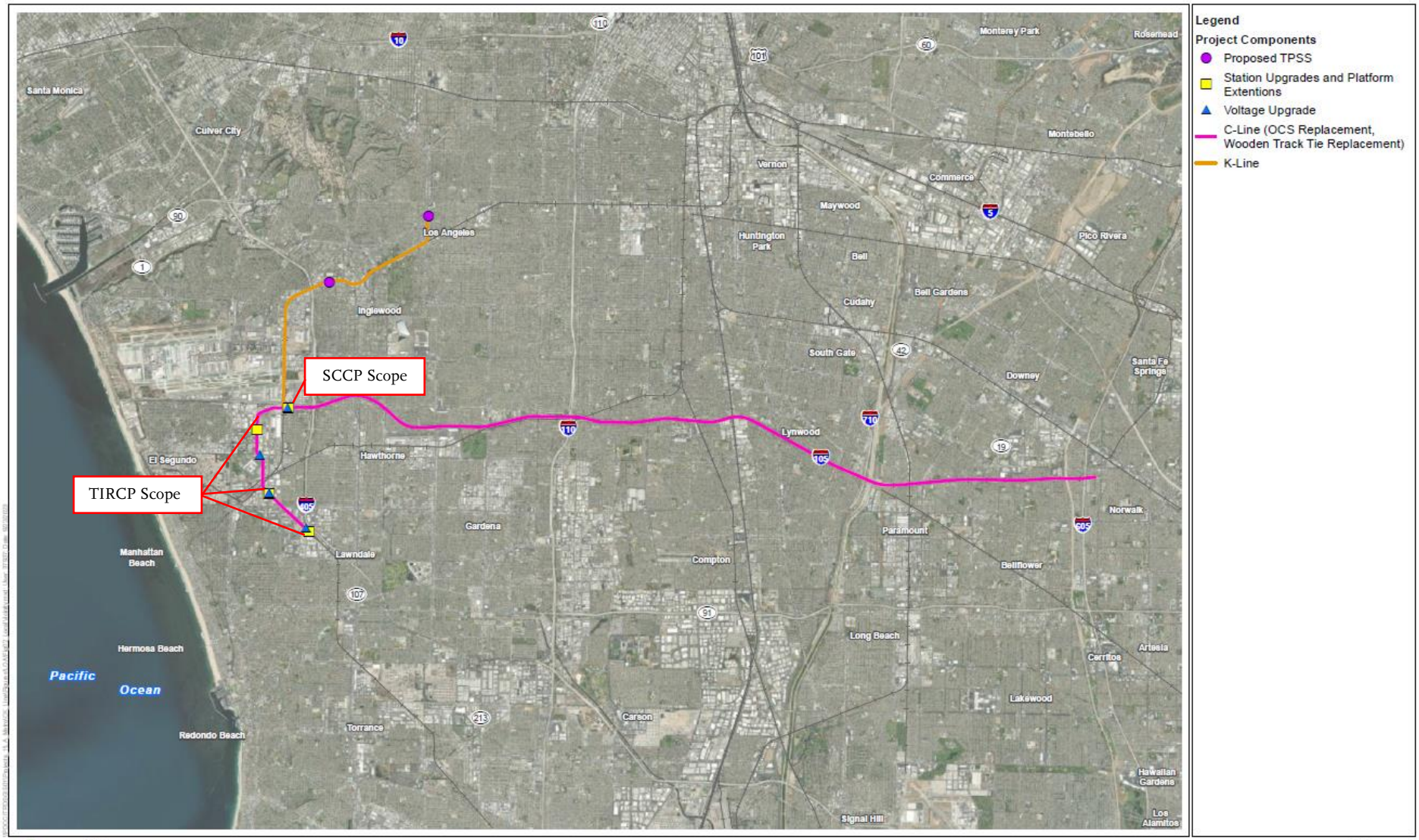

Figure 2
Project Viicinity
The CORE Capacity & System Integration Project

Figure 3. CORE project location within the I-405 Comprehensive Multimodal Corridor Plan (CMCP) corridor showing regional rail integration

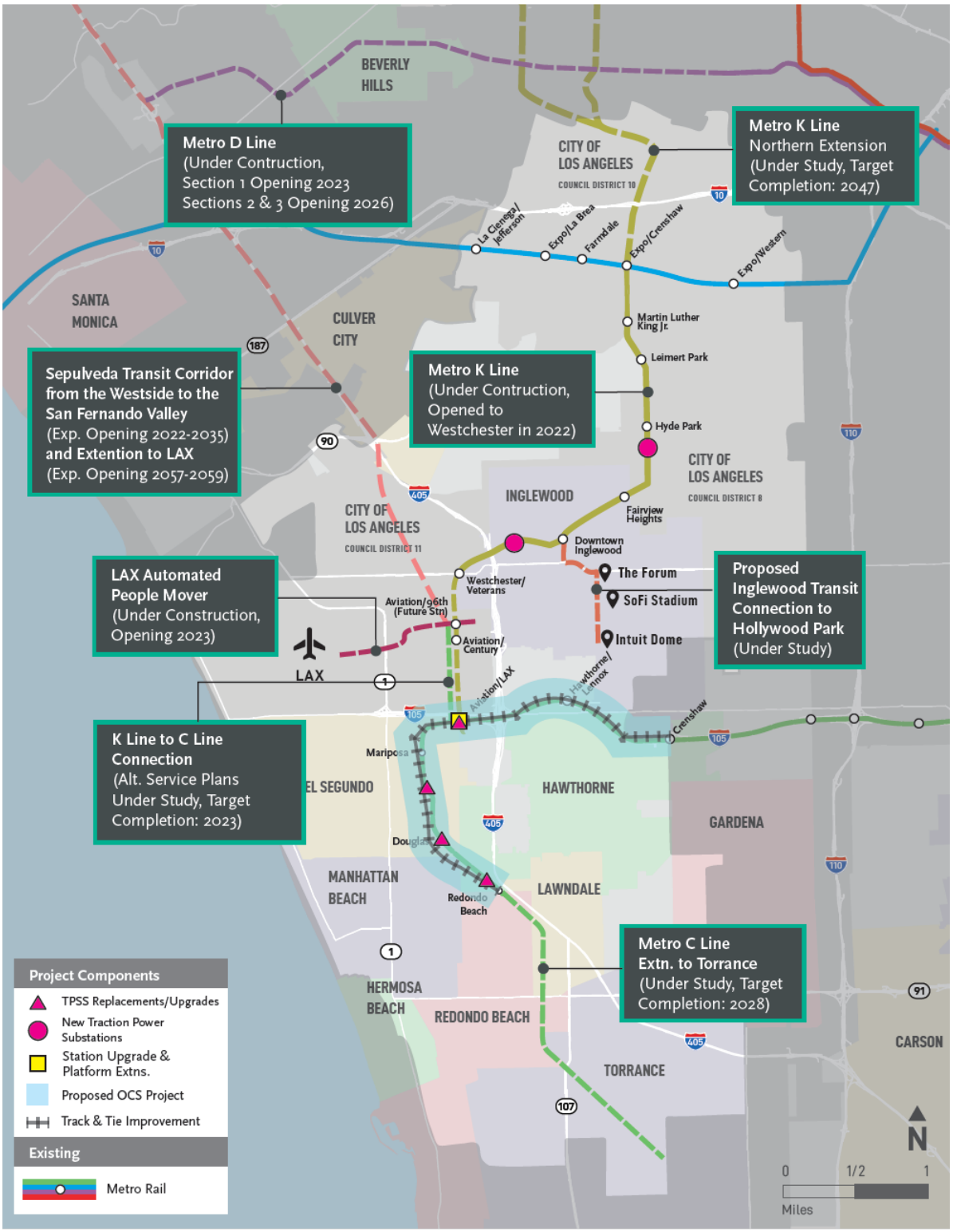

Figure 4. Project Benefit Area, Components, and Regional Rail Network Connectivity and Expansion Projects

The Project area spans the railroad right-of-way on approximately 13 linear miles along the C Line between Redondo Beach and Crenshaw stations. The platform extension and station improvements are located at the Aviation/LAX C Line station in the South Bay Cities Subregion of Los Angeles County, as well as the replacement of the OCS and worn track, ties, and fasteners along 6.5 miles of the existing C Line, from the Redondo Beach station to the Crenshaw station, in the cities of Redondo Beach, Manhattan Beach, El Segundo, Hawthorne, and Los Angeles. The Project also installs new TPSS electrical equipment on K Line in the cities of Inglewood and Los Angeles, and replaces four existing TPSS located at Aviation, El Segundo, Douglas, and Hawthorne Yard, on the C Line.

District 7 – Los Angeles County
Planning Program Number (PPNO): 6209, 6210, 6211, & 6212
Solutions for Congested Corridors Program (SCCP)
March 2024

I, *Tyrone Crump, Manager, Transportation Planning* have been given full authority by *Los Angeles County Metropolitan Transportation Authority* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

Tyrone Crump Digitally signed by Tyrone Crump Date: 2024.05.21 14:38:28 -07'00'

Tyrone Crump — 5/21/2024 Date

Manager, Transportation Planning
Title

Los Angeles County Metropolitan Transportation Authority
Agency

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.

Quintin Sumabat Digitally signed by Quintin Sumabat Date: 2024.05.21 14:59:52 -07'00'

Quintin Sumabat, Project Manager — 05/21/2024 Date

mark van gessel Digitally signed by mark van gessel DN: cn=mark van gessel, o=LACMTA, ou=DEO Cresnhaw, email=vangesselm@metro.net, c=US Date: 2024.05.22 10:31:59 -07'00'

Mark Van Gessel, Project Manager — 5/22/2024 Date

Los Angeles County Metropolitan Transportation Authority
Agency

Table of Contents

1. INTRODUCTION

The Los Angeles Metro Light Rail CORE Capacity & System Integration Project (CORE Project, or Project) is comprised of capital, operational, rehabilitation, and expansion (i.e., CORE) improvements focused on upgrading aspects of the existing rail system, integrating new and near term rail operations, and preparing for the long term planned expansion of the light rail system outlined in Metro's Long Range Transportation Plan and funded through the local transportation sales tax Measure M. Specifically, the Project will support the planned connection of the Metro K (Crenshaw/Los Angeles International Airport (LAX)) and C (Green) light rail transit (LRT) lines by extending the rail platform at the Aviation/LAX station and adding in the needed power that would accommodate and allow the operation of 3-car trains, making it possible to move more people on the existing transit network more efficiently, safely, reliably, and sustainably.

Major project elements are as follows:

- PPNO 6209: Station platform expansion and station area accessibility improvements at Aviation/LAX to accommodate Metro's standard 3-car trains.
- PPNO 6210A: Replacement of four existing traction power substations (TPSS).
- PPNO 6210B: The addition of two new TPSS to support 3-car trains.
- PPNO 6211: Replacement of the now-failing 30-year-old Overhead Catenary System (OCS) on Metro's C Line.
- PPNO 6212: Replacement of worn and corroded track, ties, and fasteners in the Project Area.

Together these improvements address community needs for high quality transit, help promote greater transportation equity by expanding system capacity and accessibility, by making the overall quality of transit trips better through greater reliability and updating parts of the system that need to be restored to a state of good repair. The Project also importantly contributes to Greenhouse Gas Reductions and air quality improvements that enhance quality of life for communities surrounding the project area, many of which fall within the most severely disadvantaged census tracts in California per the SB 535 Disadvantaged Communities definition.

Project Limit/Footprint	District 7-Los Angeles County LA Metro's C Line runs mostly within the Interstate 105 (I-105) corridor, traveling east-west for 19.3 miles between the community of Norwalk in the east and stretching west to the South Bay Cities of El Segundo and Redondo Beach. The C Line connects the cities of Bellflower, Compton, El Segundo, Gardena, Hawthorne, Inglewood, Lawndale, Los Angeles, Lynwood, Norwalk, Manhattan Beach, Paramount, Redondo Beach, Santa Fe Springs, and South Gate. LA Metro's K Line runs primarily north-south starting from the connection at the E Line (Expo) at Crenshaw and Exposition Blvd. traveling south through the Crenshaw community on to the City of Inglewood and reaching the

	Westchester community, where the train parallels the busy I-405. These light rail lines converge at one of the busiest and most congested hubs in Los Angeles— where the two highly traveled and congested I-405 and I-105 highways connect and adjacent to the 4th busiest airport in the nation, Los Angeles International Airport (LAX). The Project area spans the railroad right-of-way on approximately 13 linear miles along the C Line between Redondo Beach and Crenshaw stations. The platform extension and station improvements are located at the Aviation/LAX C Line station in the South Bay Cities Subregion of Los Angeles County, as well as the replacement of the OCS and worn track, ties, and fasteners along 6.5 miles of the existing C Line, from the Redondo Beach station to the Crenshaw station, in the cities of Redondo Beach, Manhattan Beach, El Segundo, Hawthorne, and Los Angeles. The Project also installs new TPSS electrical equipment on K Line in the cities of Inglewood and Los Angeles, and replaces four existing TPSS located at Aviation, El Segundo, Douglas, and Hawthorne Yard, on the C Line.
Total Project Cost	$203,357,400
Outputs	PPNO 6209: 7 station improvements PPNO 6210A: 4 Rail/transit equipment PPNO 6210B: 2 Rail/transit equipment PPNO 6211: 6.5 Rail/transit equipment PPNO 6212: 6.5 miles of rehabilitated track
Outcomes	See Attachment C
Environmental Determination or Document	Statutory Exemption (SE)

2. BACKGROUND

LA Metro is undertaking an expansion of its rail network countywide. As part of the expansion, Metro endeavors to meet the capacity standard associated with three-car train sets throughout its network and add traction power substations (TPSSs) to accommodate the three-car trains. Increased capacity is intended to allow Metro to handle surges in demand caused by development as well as events in the area, such as those held at Hollywood Park and SoFi Stadium, along with the 2028 Summer Olympic and Paralympic Games.

The Capital, Operational, Rehabilitation, and Expansion (CORE) Capacity & System Integration Project (Project) would include improvements for the Metro K Line (Crenshaw/Los Angeles International Airport [LAX]) and C Line (Green) light rail transit lines to allow the operation of three-car trains. The scope proposed for SCCP funding includes platform expansion at the Aviation/LAX Station; electrical upgrades to 4 existing TPSSs on the C Line; the addition of 2 new TPSSs on the K Line; replacement of the failing C Line's overhead catenary system; and replacement of the wooden track ties at crossovers and rail fasteners at bridges, stations, and aerial structures along the C Line from the Redondo Beach to Norwalk Stations.

PPNO 6209: Platform Extensions & System Integration

The C Line Aviation/LAX aerial platform extension unlocks system capacity. This platform extension is the first step to accommodate Metro's updated standard of three-car trains. The improvement makes the system ready for future demand during major events. Additional station upgrades improve comfort, accessibility, and safety, as described in the table below:

Improved station area safety at Aviation/LAX
▪ Upgrading accessibility features to current standards by constructing boarding platform ▪ edge warning strips (ADA truncated dome yellow pavers and pre-warning strips) ▪ Adding a new elevator to expand the accessibility of the station ▪ Improving communication systems ▪ Adding new lighting systems and wayfinding, especially for people walking, biking, or rolling to the station at night ▪ Retrofitting features for seismic protection ▪ Replacing smoke detectors ▪ Adding emergency management panels

While included as part of the awarded 2022 TIRCP (Cycle 6) funding, the C Line platform extensions at Mariposa Station, Douglas Station, and Redondo Beach Station enable three-car trains for near-term flexibility and future expansion requirements. These platform extensions allow Metro to adapt to changing community mobility needs and deploy suitable service patterns. This is particularly important in view of the future expansion of the K Line to the D and B lines, at which time three-car capacity will be required throughout the system.

PPNO 6210A: Traction Power Substations (Replacement-TPSS)

The four replacement TPSS electrical equipment units are located at the following locations and will provide additional traction power needed to move three-car trains reliably throughout the system:

- Hawthorne Yard/Division 22 (14724 Aviation Blvd., Lawndale CA 90260)
- Aviation/LAX Station (11500 Aviation Blvd., Los Angeles, CA 90048)
- El Segundo Station (2226 East El Segundo Blvd., El Segundo CA 90245)
- Douglas Station (700 South Douglas Street, El Segundo CA 90245)

The two remaining CORE Project elements focus on state of good repair components that will improve trip-time reliability by reducing traveler impacts from maintenance or equipment failures. These improvements also reduce operations and maintenance costs.

PPNO 6210B: Traction Power Substations (New-TPSS)

The two new TPSS electrical equipment units to be installed along the K Line in the cities of Inglewood (near the intersection of N Cedar Ave & W Florence Ave) and Los Angeles (near the intersection of

Crenshaw Blvd & W 60th St) provide additional traction power needed to move three-car trains reliably.

PPNO 6211: OCS Replacement
OCS replacement addresses light rail system reliability and safety needs. This state of good repair improvement along the entire length (approximately 19 miles) of the C Line will allow the reliable transmission of the higher traction power afforded by the two additional TPSS. Both project elements are required to enable three-car trains throughout the entirety of the network, and reduce maintenance-related service disruptions, resulting in improved system reliability and services.

PPNO 6212: Track, Ties, & Fasteners Replacement
Wooden ties and fastener replacements improve safety and support growing demand. This state of good repair improvement along the entire length (approximately 19 miles) of the C Line will address wear-and-tear of wooden ties at crossover locations, and rail fasteners along aerial structures, bridges, and stations. This element supports three-car trains, further enhances system reliability with upgraded infrastructure, and improves the time-competitiveness of transit by reducing delays.

The Project would expand capacity on the integrated K Line and C Line by 50 percent, which is intended to address the capacity constraints on these lines caused by short platforms and insufficient traction power.

3. Purpose and NEED
Although the dense urban area surrounding the project is physically constrained, mobility expansion can be achieved through improvements within the current right-of-way for existing transportation infrastructure, and transit is the most efficient capacity expansion.

CORE Strength – Not Sexy, but Essential! This light rail CORE Project is a behind-the-scenes workhorse (a $195 million investment in reliable power and new capacity) that allows Metro's show horse (a $5 billion integrated, sustainable, high-frequency rail and bus transit system) to shine—just in time for the Olympics and Paralympic Games.

System upgrades are needed to meet rising mobility needs and forecast future demand for high-quality transit. As Southern California's economy recovers and travel in the Project area surges toward pre-pandemic levels, the transit system must be ready. The CORE Project is necessary to achieve a uniform length of station platforms to accommodate Metro's updated design standard for three-car trains. It is important to build in operational capacity now, as the network grows and connects to new and expanded lines that help travelers reach new destinations, including entertainment venues and LAX.

They ARE coming, so BUILD IT! The degree of planned expansion of the transportation system within the Project area is unprecedented. Figure 2 (above) illustrates Metro's plan to expand service to provide affordable and clean rail transit to LA County communities, highlighting connecting projects that are coming over the next two decades. The Project is needed in order to link existing parts of the integrated multimodal transit network with the new ones, continually expanding the reach of travelers, and increasing person throughput while reducing roadway congestion.

Providing the platform and power infrastructure to link the C Line and the K Line and deliver seamless service. The C Line is receiving significant improvements since it was originally opened along the I-105 Freeway in 1995. Another critical improvement is the creation of the K Line, which will connect to the C

Line near the Aviation/LAX Station to form an integrated and flexible network. Service on this new integrated line began in October 2022. To maximize ridership and deliver an optimal experience for riders, the system must accommodate various operational strategies and service patterns that each involve some degree of interlining between the two lines to provide a seamless customer experience.

The Project supports direct transit access to LAX-at last!! Feeding into the C Line, the Airport Metro Connector (AMC) Transit Station will provide direct access to the APM to LAX via a high-frequency two-mile elevated line with a travel time of 10 minutes. The APM is a project by Los Angeles World Airports (LAWA), the airport authority of the City of Los Angeles. It will connect LAX to the AMC that Metro is adding at Aviation/96th Street. LAWA expects the APM to be operational in 2023, while the AMC is expected to be complete in 2024. Figure 7 shows a timeline of key projects that rely on this CORE Project to realize their full potential.

Transit is the key to rebalancing corridor-level mode utilization, shifting more trips off roadways and improving person throughput within the CMCP area. Boosting the transit mode share in the larger CMCP area requires gap closures; high-frequency service; and seamless, comfortable customer experience. While the area around the I-405 corridor generates a lot of travel, only 2.5% of total trips occur on transit, due in part to the fact that transit trips have been found to take 3 times as long as trips by car. At the same time, an estimated 14% of all trips that originate in the Corridor area are from Metro's designated Equity Focus Communities (EFCs), with an even greater portion (21%) of the study area's transit trips originating from EFCs.

Travel patterns and travel needs combine to show the importance of transit service in this congested Corridor, as well as its potential for success. Improving the connectivity and reliability with this Project and expanding overall accessibility through further transit system expansion will provide an opportunity to make transit trips in the corridor more efficient and viable for travelers, creating a network that can offer real alternatives to car trips and facilitate a greater transit mode share. As shown in Figure 3, many transit trips taken within or reaching the I-405 corridor area are heavily generated from the areas shown in tan and brown, including the areas to the east of the CMCP corridor that are along the C Line, and the communities surrounding the K line.

Need to create great expectations by delivering excellent transit service now. Although this Project delivers significant net benefits in the first 20 years, it is absolutely critical to meet the much higher daily demand forecast for 2047 and beyond. It would be a mistake, however, to delay providing needed service upgrades until then, because we must continually improve customer experience, safety, and reliability in order to realize the transit ridership upon which the person throughput of the larger corridor mobility system depends. The casual or intermittent LAX destined rider or event attendee who enjoys high-quality service on the K Line or C Line today may become tomorrow's regular rider. Additionally, it is very possible that LAX demand will swamp the system's capacity earlier than forecast, so Metro must be ready for that "good" problem. Finally, though an individual casual transit user accessing LAX or Inglewood event venues may appear to be "one-offs" from a transit service perspective, regular I-405 Corridor commuters and travelers encounter multitudes of them every day. Their cumulative impact is a significant drag on the Corridor's ability to serve the region's people, workers, and businesses. This CORE Project allows Metro to manage corridor demand and increase person throughput by meeting targeted, growing, and ultimately significant markets within the transit realm.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)

The environmental document is a Statutory Exemption (SE) and was completed on December 18, 2023. The Notice of Exemption (NOE) is included as Attachment A.

5. CONSIDERATIONS REQUIRING DISCUSSION (if not appliable, state N/A and justification)

5A. Hazardous Waste

There are no known or recorded uses that would lead to knowledge of hazardous waste being encountered.

5B. Value Analysis

No formal value analysis was completed for this project.

5C. Resource Conservation

There are no plans.

5D. Right-of-Way Issues

There is no Right-of-Way phase proposed, as all Right-of-Way is within Metro's existing Right-of-Way and no additional acquisition is required.

5E. Environmental Compliance

As noted above, the project has been determined to be exempt. Below are the reasons why the project is exempt:

The Project falls within the provisions of Senate Bill [SB) 922 Exemption-added January 1, 2023) which establishes statutory exemptions (SEs) from its provisions for certain types of projects. The Project Improvements fall within the exemptions described In Public Resources Code Section 21080.25(b) and will comply with the following: A separate Business case Analysis and Racial Equity Analysis have been prepared for the Project(Section 21080.25(c)(8)(B) and (C)); Metro would use a skilled and trained workforce to implement the Project (Section 21080.25(d)); and noticed public hearings (three pre-approval and two annually during construction) will be carried out.

A Notice of Exemption for the project has been filed with the Los Angeles County Registrar's Office.

5F. Air Quality Conformity

No. The project is exempt.

5G. Title VI Considerations

The implementing agency adheres to Title VI in its procurement practices.

5H. Noise Abatement Decision Report

No. No noise impacts are anticipated as a result of this project.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The Project will be funded with a mix of funding types including local transportation sales tax, State SB1 Solution for Congested Corridors Program (SCCP), and Transit and Intercity Rail Capital Program (TIRCP) funds. It has been determined that the project will not seek Federal-aid funding.

LA Metro acknowledges the SCCP funding will only be applied to the replacement of the four (4) traction power substations (TPSS's), while the TIRCP funding will be applied to the installation of the two (2) new TPSS's and platform extension and station improvements. The local transportation sales tax funds will fully fund replacements of the overhead catenary system, track, ties, and fasteners.

Programming

Total Project

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	4,185,000	-	-	-	-	$ 4,185,000
ROW	-	-	-	-	-	-	-	$ -
CON	-	19,045,015	65,127,385	-	-	-	-	$ 84,172,400
Total	$ -	$19,045,015	$69,312,385	$ -	$ -	$ -	$ -	$ 88,357,400

Fund #2	SCCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	20,000,000	-	-	-	-	-	$ 20,000,000
Total	$ -	$20,000,000	$ -	$ -	$ -	$ -	$ -	$ 20,000,000

Fund #3	TIRCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	7,326,000	-	-	-	-	$ 7,326,000
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	87,674,000	-	-	-	-	$ 87,674,000
Total	$ -	$ -	$95,000,000	$ -	$ -	$ -	$ -	$ 95,000,000

Total Project	$ 203,357,400

PPNO 6209: Platform Extensions & System Integration

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	4,185,000	-	-	-	-	$ 4,185,000
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	55,976,000	-	-	-	-	$ 55,976,000
Total	$ -	$ -	$60,161,000	$ -	$ -	$ -	$ -	$ 60,161,000

Fund #2	SCCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	-	-	-	-	-	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Fund #3	TIRCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	4,615,000	-	-	-	-	$ 4,615,000
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	55,224,000	-	-	-	-	$ 55,224,000
Total	$ -	$ -	$59,839,000	$ -	$ -	$ -	$ -	$ 59,839,000

Project Component Total	$ 120,000,000

PPNO 6210A: Traction Power Substations (Replacement-TPSS)

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	4,810,497	-	-	-	-	-	$ 4,810,497
Total	$ -	$ 4,810,497	$ -	$ -	$ -	$ -	$ -	$ 4,810,497

Fund #2	SCCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	20,000,000	-	-	-	-	-	$ 20,000,000
Total	$ -	$ 20,000,000	$ -	$ -	$ -	$ -	$ -	$ 20,000,000

Fund #3	TIRCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	-	-	-	-	-	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Project Component Total	$ 24,810,497

PPNO 6210B: Traction Power Substations (New-TPSS)

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	-	-	-	-	-	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Fund #2	SCCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	-	-	-	-	-	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Fund #3	TIRCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	2,711,000	-	-	-	-	$ 2,711,000
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	32,450,000	-	-	-	-	$32,450,000
Total	$ -	$ -	$35,161,000	$ -	$ -	$ -	$ -	$35,161,000

Project Component Total	$35,161,000

PPNO 6211: OCS Replacement

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	14,234,518	-	-	-	-	-	$ 14,234,518
Total	$ -	$ 14,234,518	$ -	$ -	$ -	$ -	$ -	$ 14,234,518

Fund #2	SCCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	-	-	-	-	-	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Fund #3	TIRCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	-	-	-	-	-	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

						Project Component Total	$ 14,234,518

PPNO 6212: Track, Ties, & Fasteners Replacement

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	9,151,385	-	-	-	-	$ 9,151,385
Total	$ -	$ -	$ 9,151,385	$ -	$ -	$ -	$ -	$ 9,151,385

Fund #2	SCCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	-	-	-	-	-	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Fund #3	TIRCP							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	$ -
PS&E	-	-	-	-	-	-	-	$ -
ROW	-	-	-	-	-	-	-	$ -
CON	-	-	-	-	-	-	-	$ -
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

						Project Component Total	$ 9,151,385

7. DELIVERY SCHEDULE

PPNO 6209: Platform Extensions & System Integration

Project Milestone	Milestone Designation (Target/Actual)	Proposed (for Baseline Agreement)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	Actual	**7/1/2023**
Circulate Draft Environmental Document	Actual	**11/16/2023**
Draft Project Report	Actual	**12/2/2022**
End Environmental Phase (PA&ED Milestone)	Actual	**12/18/2023**
Begin Design (PS&E) Phase	Target	**4/30/2024**
End Design Phase (Ready to List for Advertisement Milestone)	Target	**2/28/2025**
Begin Right of Way Phase	Target	**2/28/2025**
End Right of Way Phase (Right of Way Certification Milestone)	Target	**2/28/2025**
Begin Construction Phase (Contract Award Milestone)	Target	**11/15/2025**
End Construction Phase (Construction Contract Acceptance Milestone)	Target	**10/20/2027**
Begin Closeout Phase	Target	**10/23/2027**
End Closeout Phase (Closeout Report)	Target	**10/18/2028**

PPNO 6210A: Traction Power Substations (Replacement-TPSS)

Project Milestone	Milestone Designation (Target/Actual)	Proposed (for Baseline Agreement)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	Actual	**7/1/2023**
Circulate Draft Environmental Document	Actual	**11/16/2023**
Draft Project Report	Actual	**12/2/2022**
End Environmental Phase (PA&ED Milestone)	Actual	**12/18/2023**
Begin Design (PS&E) Phase	Actual	**12/18/2023**
End Design Phase (Ready to List for Advertisement Milestone)	Actual	**12/18/2023**
Begin Right of Way Phase	Actual	**12/18/2023**
End Right of Way Phase (Right of Way Certification Milestone)	Actual	**12/18/2023**
Begin Construction Phase (Contract Award Milestone)	Target	**12/1/2023**
End Construction Phase (Construction Contract Acceptance Milestone)	Target	**10/31/2026**
Begin Closeout Phase	Target	**11/1/2026**
End Closeout Phase (Closeout Report)	Target	**11/1/2027**

PPNO 6210B: Traction Power Substations (New-TPSS)

Project Milestone	Milestone Designation (Target/Actual)	Proposed (for Baseline Agreement)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	Actual	**7/1/2023**
Circulate Draft Environmental Document	Actual	**11/16/2023**
Draft Project Report	Actual	**12/2/2022**
End Environmental Phase (PA&ED Milestone)	Actual	**12/18/2023**
Begin Design (PS&E) Phase	Target	**7/1/2024**
End Design Phase (Ready to List for Advertisement Milestone)	Target	**10/13/2024**
Begin Right of Way Phase	Target	**10/13/2024**
End Right of Way Phase (Right of Way Certification Milestone)	Target	**10/13/2024**
Begin Construction Phase (Contract Award Milestone)	Target	**10/14/2024**
End Construction Phase (Construction Contract Acceptance Milestone)	Target	**10/31/2026**
Begin Closeout Phase	Target	**11/1/2027**
End Closeout Phase (Closeout Report)	Target	**11/3/2028**

PPNO 6211: OCS Replacement

Project Milestone	Milestone Designation (Target/Actual)	Proposed (for Baseline Agreement)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	Actual	**7/1/2023**
Circulate Draft Environmental Document	Actual	**11/16/2023**
Draft Project Report	Actual	**12/2/2022**
End Environmental Phase (PA&ED Milestone)	Actual	**12/18/2023**
Begin Design (PS&E) Phase	Actual	**12/19/2023**
End Design Phase (Ready to List for Advertisement Milestone)	Actual	**12/19/2023**
Begin Right of Way Phase	Actual	**12/19/2023**
End Right of Way Phase (Right of Way Certification Milestone)	Actual	**12/19/2023**
Begin Construction Phase (Contract Award Milestone)	Actual	**12/20/2023**
End Construction Phase (Construction Contract Acceptance Milestone)	Target	**12/30/2026**
Begin Closeout Phase	Target	**1/2/2027**
End Closeout Phase (Closeout Report)	Target	**12/30/2027**

PPNO 6212: Track, Ties, & Fasteners Replacement

Project Milestone	Milestone Designation (Target/Actual)	Proposed (for Baseline Agreement)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	Actual	**7/1/2023**
Circulate Draft Environmental Document	Actual	**11/16/2023**
Draft Project Report	Actual	**12/2/2022**
End Environmental Phase (PA&ED Milestone)	Actual	**12/18/2023**
Begin Design (PS&E) Phase	Actual	**12/18/2023**
End Design Phase (Ready to List for Advertisement Milestone)	Actual	**12/18/2023**
Begin Right of Way Phase	Actual	**12/18/2023**
End Right of Way Phase (Right of Way Certification Milestone)	Actual	**12/18/2023**
Begin Construction Phase (Contract Award Milestone)	Target	**7/1/2024**
End Construction Phase (Construction Contract Acceptance Milestone)	Target	**3/30/2027**
Begin Closeout Phase	Target	**4/1/2027**
End Closeout Phase (Closeout Report)	Target	**4/3/2028**

8. RISKS

Schedule/Schedule Risks

Metro has a consistent record of managing and delivering major projects. Knowing that many new capital projects have been created as a result of the passage of Measure M, Metro has taken the following actions to prepare for delivery of these projects, on time and on budget:

- Increased internal capacity in terms of staff size and qualifications to carry out more capital projects; and
- Conducted a thorough review of Metro's Quality Management Program and of the Quality Management Program Manual.

Processes and resources are in place to ensure the successful completion of the CORE Project.

Metro will evaluate cost, risk, and project timing when planning the project delivery and implementation of this work. There are several other nearby and related projects being completed within the same timeframe that this project is proposed. These include the Airport Metro Connector Station at 96th Street, the I-105 ExpressLanes, and power rehabilitation work on the C Line (the latter which is included in this Project). It is Metro's intent to align the timing of these projects to minimize disruption to the traveling public and reduce costs.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires coordination with Caltrans.

10. ADDITIONAL INFORMATION

No additional project specific information has been identified.

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Approved Environmental Document (54)
B. Engineers Estimate (1)
C. Outcomes (1)
D. Programming Document (9)
E. Performance Metrics (3)

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Los Angeles
12400 Imperial Highway
Norwalk, CA 90650

From: (Public Agency): Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012
(Address)

Project Title: CORE Capacity & System Integration Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location - Specific:
Along the K Line from Hyde Park Station to Aviation/LAX Station, including the C Line from Redondo Beach Station to Norwalk Station.

Project Location - City: Redondo Beach, El Segundo, Inglewood, Los Angeles Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Los Angeles County Metropolitan Transportation Authority

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: Public Resources Code Sections 21080.259(b), 21080.25(c)(6)(B) and (C), 21080.25(d).

Reasons why project is exempt:

The Project falls within the provisions of Senate Bill [SB] 922 Exemption—added January 1, 2023) which establishes statutory exemptions (SEs) from its provisions for certain types of projects. The Project improvements fall within the exemptions described in Public Resources Code Section 21080.25(b) and will comply with the following: A separate Business Case Analysis and Racial Equity Analysis have been prepared for the Project(Section 21080.25(c)(6)(B) and (C)); Metro would use a skilled and trained workforce to implement the Project (Section 21080.25(d)); and noticed public hearings (three pre-approval and two annually during construction) will be carried out.

Lead Agency Contact Person: Tom Kefalas Area Code/Telephone/Extension: (213)418-3370

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: 11/13/23 Title: EO, ESD

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

THIS NOTICE WAS POSTED
ON November 16 2023
UNTIL December 18 2023
REGISTRAR – RECORDER/COUNTY CLERK

2023 247650
FILED
Nov 16 2023
Dean C. Logan, Registrar – Recorder/County Clerk
Electronically signed by TINA TRAN

Revised 2011

This is a true and certified copy of the record
if it bears the seal, imprinted in purple ink,
of the Registrar-Recorder/County Clerk

NOV 16 2023

Dean C. Logan REGISTRAR-RECORDER/COUNTY CLERK
LOS ANGELES COUNTY, CALIFORNIA

Engineer's Estimate

Project Information:

Agency:	Los Angeles County Metropolitan Transportation Authority	**Date:**	3/18/2024
Project Description:	CORE Capacity & System Integration		
Project Location:	The Project area spans approximately 13 linear miles along the original C (Green) Line between Redondo Beach and Crenshaw stations, and includes the installation of new TPSS electrical equipment on the K (Crenshaw/LAX) Line in the cities of Inglewood and Los Angeles.		

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Mark Van Gessel	**License #:**	54690	**Expiration:**	9/30/2025

Engineer's Estimate and Cost Breakdown:

Project Costs:

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	Cost Breakdown: SCCP Eligible Costs/Items %	SCCP Eligible Costs/Items $	SCCP Ineligible Costs/Items %	SCCP Ineligible Costs/Items $
Metro Labor									
1	Track Ties & Fasteners - Metro Labor	1		$ 686,354	$ 686,354	0.0%	$ -	100.0%	$ 686,354
2	OCS Replacement - Metro Labor	1		$ 1,067,589	$ 1,067,589	0.0%	$ -	100.0%	$ 1,067,589
3	TPSS Repl - Metro Labor	1		$ 1,860,787	$ 1,860,787	80.6%	$ 1,500,000	19.4%	$ 360,787
4	Platforms Extensions	1		$ 10,000,000	$ 10,000,000	0.0%	$ -	100.0%	$ 10,000,000
5	K Line TPSS (Qty 2)	1		$ 3,516,100	$ 3,516,100	0.0%	$ -	100.0%	$ 3,516,100
Non-Metro Labor									
6	Track Ties & Fasteners - Services/Const.	1		$ 8,465,031	$ 8,465,031	0.0%	$ -	100.0%	$ 8,465,031
7	OCS Repl.- Materials/Equip/Supplies/etc.	1		$ 13,166,929	$ 13,166,929	0.0%	$ -	100.0%	$ 13,166,929
8	TPSS Repl - Materials/Equip/Supplies/etc.	1		$ 22,949,710	$ 22,949,710	80.6%	$ 18,500,000	19.4%	$ 4,449,710
9	Platforms Extensions	1		$ 110,000,000	$ 110,000,000	0.0%	$ -	100.0%	$ 110,000,000
10	K Line TPSS (Qty 2)	1		$ 31,644,900	$ 31,644,900	0.0%	$ -	100.0%	$ 31,644,900
				Total Project Cost:	**$ 203,357,400**		**$ 20,000,000**		$ 183,357,400

Mark Van Gessel 3-15-24

ENGINEER'S SIGNATURE DATE

The Project is anticipated to yield benefits over a long horizon. In the near term, the Project improves system reliability and creates operational flexibility to meet transit passenger travel demand, particularly when demand peaks around events. In the long term, the Project critically supports the anticipated future ridership that the transit system will encounters as future light rail expansion efforts enter into operations.

SCCP PROGRAM OBJECTIVE	METRIC	BENEFIT/OUTCOME
Congestion Reduction	Vehicle Miles Travelled (VMT per day (Highway)	Reduces VMT by 26,423 a day
Throughput	Metro Daily Rail Ridership	Adds 1,381 new daily riders
Safety	Reduction in Highway Accident Costs	Generates $10.6 million in accident savings over 20 Years
Economy	Indirect and Direct Job Creation	Creates 2,347 Jobs
Greenhouse Gas (GHG) Reduction	CO2 (GHG) Saved	Reduces 64,088 metric tons of greenhouse gas emissions

Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: June 28-29, 2023

From: TANISHA TAYLOR, Interim Executive Director

Reference Number: 4.4, Action

Prepared By: Naveen Habib
Associate Deputy Director

Published Date: June 16, 2023

Subject: 2022 Solutions for Congested Corridors Program Adoption – Program of Projects, Resolution G-23-45

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2022 Solutions for Congested Corridors Program, as presented in the recommended project list (Attachment B) and consistent with Resolution G-23-45 (Attachment A).

Issue:

The Commission established the 2022 Solutions for Congested Corridors Program as a two-year, $499,664,000 program (fiscal years 2023-24 and 2024-25).

Commission staff recommends funding 10 projects for a total of $532,812,000 in the 2022 Solutions for Congested Corridors Program. The recommended program exceeds the identified capacity by $33,148,000 and will be supported by future Solutions for Congested Corridors Program project cost savings, consistent with the Solutions for Congested Corridors Program Guidelines. Combined, the total project cost is more than $3.2 billion.

The recommendation includes a variety of projects that provide multimodal transportation improvements in some of California's most congested corridors. Collectively, the recommended projects will reduce vehicle miles traveled, create networks of safe and accessible bicycle and pedestrian facilities and infrastructure, integrate climate adaptive and resilient design so facilities can endure extreme weather events, and construct an integrated statewide multimodal rail and transit network. Together, these projects will create nearly 40,000 jobs, encouraging economic development and increasing access to employment opportunities for traditionally underrepresented communities in project areas.

The recommended project list was posted on the Commission's website on June 8, 2023, and is included as Attachment B.

Development of Staff Recommendations

The Commission received 24 project nominations, totaling over $1.5 billion in funding requests. An evaluation team consisting of Commission and California Department of Transportation (Caltrans) staff reviewed project nominations based on the criteria identified in the Commission's adopted 2022 Solutions for Congested Corridors Program Guidelines. The project nominations were also reviewed by California Air Resources Board staff to evaluate air quality impacts; by California Department of Housing and Community Development staff to evaluate land use efficiency and housing benefits; and by members of the Interagency Equity Advisory Committee to evaluate project equity and community engagement. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the nomination package, including the required performance metrics outlined in the program guidelines.

The 10 recommended projects best addressed the criteria outlined in the program guidelines and are expected to provide a variety of benefits over the next 20 years, including the following:

- Reduced vehicle miles traveled
- Reduced greenhouse gas emissions
- Creation of new jobs
- Increased travel time reliability and throughput
- Increased transit ridership and interregional connectivity
- Increased mobility opportunities and access to major destinations

Projects not recommended for funding were worthy projects but found less competitive for a variety of reasons including, but not limited to, the following: project did not meet the main objective of the program; non-compliance with program guidelines; required information was missing or unclear; project readiness; or the project did not meet state climate goals or utilize multimodal solutions.

Project Highlights

The 10 projects recommended for funding are highlighted below. These projects provide a diverse array of benefits and best demonstrated a shift away from single-occupancy vehicle solutions while reducing congestion and increasing throughput in highly traveled and congested corridors. These projects support the Climate Action Plan for Transportation Infrastructure and the state's climate, public health, safety, equity, and economic vitality goals as they incorporate multimodal solutions, transit, and active transportation elements with a focus on first-and-last-mile connectivity. Recommended projects include transit and rail improvements such as grade separations, new or rehabilitated tracks, zero-emission buses, transit boarding islands, and new or improved transit stations; highway and operational improvements such as interchange improvements, closing gaps in the local streets and roads network, traffic management systems upgrades, new bridges and tunnels, managed lanes, and safety improvements; and active transportation improvements such as multi-use paths, complete streets improvements, and new or improved bicycle and pedestrian facilities.

- **City of Inglewood Mobility and Congestion Relief Program in Los Angeles County ($6,340,000)** includes a multimodal program of improvements with a comprehensive approach to enhancing mobility and providing congestion relief in an area where convenient access to non-vehicular travel alternatives does not currently exist. This project will construct a fully elevated automated transit system, develop new Class II and III bike lanes, and includes a package of intelligent transportation system elements. This project advances transportation equity by improving mobility, enhancing accessibility, and promoting economic development and job creation and retention in a historically disadvantaged community.
- **Los Angeles Metro Light Rail CORE Capacity & System Integration Project in Los Angeles County ($20,000,000)** will expand transit service capacity and accessibility by expanding the rail station platform at the LAX/Aviation Station and by adding two traction power substations to accommodate the operation of three-car trains. This project also includes modernization and enhancements to support the rehabilitation of the Metro C (Green) Line and upgrade it to Metro's state of good repair standard. This project will improve transit connectivity, reliability, and access by offering a high-quality transit alternative to two major highway corridors, Interstate 405 and Interstate 105. This project improves system reliability and creates operational flexibility to meet transit passenger travel demand, promotes greater transportation equity by expanding system accessibility and capacity, and reduces greenhouse gas emissions.
- **SMART Windsor Rail System Extension Project in Sonoma County ($30,000,000)** will provide public benefits through extended commuter rail services, non-motorized pathways, new short-line freight rail service opportunities, and expanded broadband access to the six most populated cities in the Counties of Sonoma and Marin. These improvements will provide meaningful transportation alternatives to single occupancy vehicles on US 101 and the local street network, which will increase transit ridership and significantly reduce vehicle miles traveled and greenhouse gas emissions.
- **I-405 Corridor Community Bus Service Improvement Program in Los Angeles County ($32,000,000)** will implement improvements to heavily utilized bus corridors serving communities bisected by the Interstate 405 corridor. This project will include the purchase of battery electric buses for use in the North San Fernando Valley communities and the installation of bus boarding islands with shelters equipped with real-time information displays and lighting in the West Los Angeles communities. This project will increase transit ridership, support efficient land use and housing principles, and reduce greenhouse gas emissions and vehicle miles traveled while also closing a non-auto connection gap in the corridor.
- **East Bay Greenway Multimodal - North Segment Project Phase 1 in Alameda County ($39,375,000)** is the first phase of a 16-mile multimodal improvement project in central Alameda County in the Cities of Oakland and San Leandro. This project will install new bicycle and pedestrian facilities, provide key connections to major destinations along a major north-south multimodal corridor and connect five Bay Area Rapid Transit (BART) stations from Lake Merritt Station in the City of Oakland to Bay Fair Station in the City of San Leandro. The project will also include bus boarding and

signal upgrades to increase transit accessibility and reliability. This project will enhance livability, accessibility, safety, and economic vitality for several disadvantaged communities with some of the lowest income and auto ownership rates in California while encouraging non-motorized modes of travel in the corridor.

- **Mid County Connectivity Enhancement Program in Riverside County ($44,500,000)** will rehabilitate the existing freight railroad track to increase commuter rail service and reduce vehicle miles traveled. This project will implement safety improvements by adding lanes in both directions with raised medians, building a wildlife crossing, and constructing Class II buffered bike lanes. This project will provide greater access to multimodal transportation options, develop safety improvements, and reduce greenhouse gas emissions.
- **Capitol Corridor Regional Transit Improvement Project in the Counties of Placer and Sacramento ($50,000,000)** will construct a mainline rail track between the American River and the City of Roseville and relocate the existing light rail platform at the Sacramento Valley Station. This project will contribute to a transit mode shift that reduces single occupancy vehicles along Interstate 80, reduces vehicle miles traveled and relieves congestion, reduces collisions along the state highway system, improves accessibility, promotes economic development, provides efficient land use and housing benefits, and reduces greenhouse emissions. This project also supports a freight mode shift by accommodating additional rail capacity.
- **U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements in Ventura County ($74,897,000)** will implement improvements to reduce congestion and foster a resilient, sustainable, and efficient transportation network along the US 101 corridor. This project will construct a new rail track to provide capacity for more passenger trains, improve operational reliability, and develop new multi-use bicycle and pedestrian pathways. This multimodal project supports transportation equity by improving travel safety, mobility, and accessibility for all people, including disadvantaged communities within the project area, and reduces vehicle miles traveled, increases travel reliability, promotes active transportation, and accommodates future service growth for the regional rail network.
- **Build North Coast Corridor Batiquitos in San Diego County ($103,300,000)** implements critical rail improvements to relieve congestion on Interstate 5 through the county. As one of only two north-south transportation corridors in the county, the North Coast Corridor is an economic lifeline for residents. This project replaces an 80-year-old wooden trestle bridge with a modern, double-track concrete rail bridge across the Batiquitos Lagoon and adds a second mainline rail track in the Cities of Carlsbad and Encinitas. This project enhances operational flexibility and reliability to improve travel time reliability, allows for increased freight and passenger rail services to increase ridership and revenue, and reduces greenhouse gas emissions.

- **Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks in Santa Barbara County ($132,400,000)** is a community-driven and complex multimodal project which provides improved non-vehicular and vehicular mobility options between the regularly congested Counties of Santa Barbara and Ventura. This project includes completing a gap on US 101 with continuous high occupancy vehicle lanes, peak-hour passenger rail service, enhanced regional and local transit service, and the completion of the California Coastal Trail to increase biking and walking. This suite of improvements will rebuild the community's only highway and economic lifeline by making it efficient, safe, and equitable, and reconnecting local neighborhoods that have been historically disenfranchised from active transportation choices. This project will also provide improved interregional accessibility for small communities along US 101, commuters that travel from Ventura to Santa Barbara, freight trucks, and travelers. In the staff recommendations released on June 8, 2023, the recommended funding amount for this project was reported inaccurately as $107.4 million by Commission staff, which is $25 million less than the original request. Therefore, the recommended funding amount has been increased to $132.4 million to fully fund the project. This update is highlighted in yellow in the recommended project list (Attachment B).

Baseline Agreement Requirements

All agencies with projects included in the 2022 Solutions for Congested Corridors Program must comply with the Commission's adopted 2022 Solutions for Congested Corridors Program Guidelines and Senate Bill (SB) 1 Accountability and Transparency Guidelines adopted on March 23, 2023, including the requirement to enter into a baseline agreement. The development of the baseline agreements will be initiated upon program adoption. The baseline agreements set forth the agreed-upon anticipated benefits, project scope, delivery schedule, project cost, and funding plan. The baseline agreements also identify the agency responsible for meeting the reporting requirements, and a cost-sharing agreement that details how cost overruns will financially be covered by the project sponsor or implementer. The executed baseline agreements will become the basis by which accountability is measured and reported until the project is delivered.

Background:

Created by SB 1 (Beall, Chapter 5, Statutes of 2017), the Solutions for Congested Corridors Program provides funding to reduce congestion in highly traveled and highly congested corridors through transportation improvements and innovations that expand travel choices, stimulate neighborhood vibrancy, preserve local community character, and provide environmental benefits. SB 1 authorizes $250 million annually to fund the Solutions for Congested Corridors Program.

In August 2021, the Commission initiated the process to develop the 2022 Solutions for Congested Corridors Program Guidelines. The Commission hosted seven public workshops to solicit stakeholder input on the guidelines between August 2021 and April 2022. The guidelines were prepared by Commission staff in consultation with Caltrans, the California Air Resources Board, the California Department of Housing and Community Development, the Commission's Equity Advisory Roundtable, regional transportation planning agencies, local agencies, transportation advocates, and other stakeholders. In addition, new to this cycle, the

Commission hosted 18 virtual office hour sessions from February 2022 to April 2022, where Commission staff provided technical assistance to potential applicants who wanted to discuss their project nominations for the 2022 Solutions for Congested Corridors Program. Adopted by the Commission at its meeting on August 17, 2022, the 2022 Solutions for Congested Corridors Program Guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Solutions for Congested Corridors Program.

Attachments:

- Attachment A: Resolution G-23-45
- Attachment B: 2022 Solutions for Congested Corridors Program Staff Recommendations
- Attachment C: Comment Letters

Reference No.: 4.4
June 28-29, 2023
Attachment A

CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM OF PROJECTS

RESOLUTION G-23-45

1.1 **WHEREAS**, on April 28, 2017, Governor Jerry Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, and created the Solutions for Congested Corridors Program to fund projects that are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects; and

1.2 **WHEREAS,** SB 1 provides $250 million annually for the Solutions for Congested Corridors Program; and

1.3 **WHEREAS,** on July 14, 2022, the Commission provided the 2022 Solutions for Congested Corridors Program Guidelines to the Joint Legislative Budget Committee and the transportation policy committees in the California State Senate and Assembly; and

1.4 **WHEREAS,** on August 17, 2022, the Commission adopted the 2022 Solutions for Congested Corridors Program Guidelines which describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Solutions for Congested Corridors Program; and

1.5 **WHEREAS,** the 2022 Solutions for Congested Corridors Program was established by the Commission as a two-year, $499,664,000 program; and

1.6 **WHEREAS,** on December 2, 2022, the Commission received 24 project nominations, totaling over $1.5 billion in funding requests; and

1.7 **WHEREAS**, the Commission adopted the revised SB 1 Accountability and Transparency Guidelines on March 23, 2023, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and

1.8 **WHEREAS,** if a recommended project requests allocation for project components in the period between the June 2023 Commission meeting and the October 2023 Commission meeting, the project applicant must submit a Baseline Agreement for approval by the October 2023 Commission meeting. All other Baseline Agreements must be submitted by the December 2023 Commission Meeting, and the Commission will not consider approval of a project allocation without an approved Baseline Agreement; and

1.9 **WHEREAS**, the staff recommendations are consistent with statute and conform to the 2022 Solutions for Congested Corridors Program Guidelines; and

1.10 **WHEREAS**, Commission staff prepared program recommendations that included $532,812,000 for 10 projects with total project costs of $3.2 billion; and

1.11 **WHEREAS**, on June 8, 2023, Commission staff recommendations for the 2022 Solutions for Congested Corridors Program were posted on the Commission's website and made available to the Commission, the California Department of Transportation, regional transportation agencies, county transportation commissions, and the public; and

1.12 **WHEREAS**, at its June 28-29, 2023, meeting, the Commission considered the staff recommendations and public testimony.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2022 Solutions for Congested Corridors Program, as reflected in the staff recommendations project list (Attachment B); and

2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a "not to exceed amount" and any increases in cost estimates beyond those reflected in the adopted program are the responsibility of the appropriate agency; and

2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Solutions for Congested Corridors Program must comply with the 2022 Solutions for Congested Corridors Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and

2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Solutions for Congested Corridors Program must enter into a Baseline Agreement to be approved by the Commission. The Commission may delete a project from the program for which no Baseline Agreement is executed; and

2.5 **BE IT FURTHER RESOLVED**, Commission staff, in consultation with the California Department of Transportation and project sponsors, is authorized to make minor technical changes as needed to the 2022 Solutions for Congested Corridors Program to reflect the most current information, or to clarify the Commission's programming commitments, and shall request Commission approval of any substantive changes; and

2.6 **BE IT FURTHER RESOLVED**, that the Commission directs Commission staff to post the 2022 Solutions for Congested Corridors Program of Projects on the Commission's website.

County	Nominating Agency	Implementing Agency	Project Title	Project Title	Congested Corridor	Total Project Cost	Total Recommended	Fiscal Year
Ventura	**Department of Transportation**		**U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements**		**Rt 101**	**$ 114,693**	**$ 74,897**	**2024-25**
		Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency	Oxnard / Camarillo Double Tracking	3.2 miles of new track		$ 69,500	$ 43,500	2024-25
		City of Camarillo	Camarillo Station Improvements	1 station improvement		$ 18,000	$ 10,920	2024-25
		Ventura County Transportation Commission	Rail Stations' EV Chargers	3 electric vehicle charger installations		$ 60	$ 60	2024-25
		City of Ventura	Santa Paula Trail, East Ventura Station to e/o Wells Road	8 bicycle lane-miles 9 crosswalks 170 new sidewalks 14 new curb ramp installations		$ 27,133	$ 20,417	2024-25
Sonoma	**Department of Transportation**	**Sonoma Marin Area Rail Transit**	**SMART Windsor Rail System Extension Project**	3.1 miles of rehabilitated rail track 1 mile of new rail track 1 new station 3.1 miles of bicycle / pedestrian facilities 5 grade separations / rail crossing improvements	**Rt 101**	**$ 70,000**	**$ 30,000**	**2023-24**
Los Angeles	**Department of Transportation**		**City of Inglewood Mobility and Congestion Relief Program**		**Rt 105 Rt 405**	**$ 1,586,765**	**$ 6,340**	**2024-25**
		City of Inglewood	Inglewood Transit Connector	24 rail cars / transit vehicles 3.2 miles of new rail track 3 new stations		$ 1,565,465	$ -	-
		City of Inglewood	Inglewood Mobility and Congestion Relief Program Bicycle Lane	2.25 bicycle lane-miles		$ 2,600	$ 2,600	2024-25
		City of Inglewood	Inglewood Mobility and Congestion Relief Program ITS Elements	40 freeway ramp meters 3 miles of communications (fiber optics) 40 traffic monitoring detection stations 54 real-time transit information signs 80 closed circuit television cameras		$ 18,700	$ 3,740	2024-25
Santa Barbara	**Department of Transportation**		**Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks**		**Rt 101**	**$ 263,290**	**$ 132,400**	**2023-24**
		Department of Transportation	Segment 4D South - Three Creeks	20,602 square feet of new bridges and tunnels 233.61 linear feet of culverts 1.7 miles of mixed flow mainline 0.9 miles of HOV/HOT mainline 0.1 mile of ramps and connectors 0.9 miles of mainline shoulders 1 ramp modification 3 curve and vertical alignment corrections 1 shoulder widening		$ 142,581	$ 65,000	2023-24
		Department of Transportation	4E South - City of Santa Barbara	2.4 miles of mixed flow mainline 633 linear feet of culverts 1.2 miles of HOV/HOT mainline 0.3 mile of ramps and connectors 1.2 miles of mainline shoulders 2 ramp modifications 1 curve and vertical alignment correction 2 shoulder widenings 1 turn pocket 0.42 miles of sound wall		$ 111,046	$ 60,000	2023-24
		Santa Barbara County Association of Governments	Contactless Card Readers on VCTC Coastal Express Commuter Buses	41 bus contactless card readers and system equipment		$ 500	$ 400	2023-24
		Santa Barbara Metropolitan Transit District	Electric Transit Bus Replacement	6 rail cars / transit vehicles 6 facility improvements		$ 6,828	$ 5,000	2023-24
		Santa Barbara County	Sheffield Drive to Ortega Hill Pedestrian and Bicycle Connector	0.1 miles of bicycle / pedestrian facilities		$ 1,160	$ 1,000	2023-24
		City of Santa Barbara	Zero Emission Vehicle Infrastructure: City of Santa Barbara	8 facility improvements - ZEV chargers installation		$ 800	$ 675	2023-24
		Santa Barbara County	Zero Emission Vehicle Infrastructure: County of Santa Barbara	8 facility improvements - ZEV chargers installation		$ 375	$ 325	2023-24
Placer Sacramento	**Department of Transportation**		**Capitol Corridor Regional Transit Improvement Project**		**Rt 51 Rt 80**	**$ 248,696**	**$ 50,000**	**2024-25**
		Capitol Corridor Joint Powers Authority	Sacramento to Roseville 3rd Mainline Track	6.3 miles of new rail track		$ 213,989	$ 25,000	2024-25
		Sacramento Regional Transit District	Sacramento Valley Light Rail Station Realignment	0.57 miles of new rail track 1 station improvement		$ 34,707	$ 25,000	2024-25
Alameda	**Department of Transportation**	**Alameda County Transportation Commission**	**East Bay Greenway Multimodal - North Segment Project Phase 1**	10.6 miles of bicycle / pedestrian facilities	**Rt 185**	**$ 120,947**	**$ 39,375**	**2024-25**
Los Angeles	**Department of Transportation**		**Los Angeles Metro Light Rail CORE Capacity & System Integration Project**		**Rt 105 Rt 405**	**$ 195,131**	**$ 20,000**	**2023-24**
		Los Angeles County Metropolitan Transportation Authority	Track Ties and Fastener Replacement	6.5 miles of rehabilitated rail track		$ 10,097	$ -	-
		Los Angeles County Metropolitan Transportation Authority	Overhead Catenary System Replacement	6.5 miles of rail / transit equipment replacement		$ 36,583	$ -	-
		Los Angeles County Metropolitan Transportation Authority	Traction Power Substations (TPSS)	6 rail / transit equipment installations		$ 105,450	$ 20,000	2023-24
		Los Angeles County Metropolitan Transportation Authority	Platform Extension and Station Improvements	7 station improvements		$ 43,001	$ -	-
Riverside	**Riverside County Transportation Commission**		**Mid County Connectivity Enhancement Program**		**Rt 79 Rt 215**	**$ 223,793**	**$ 44,500**	**2024-25**
		Riverside County Transportation Commission	Mid County Parkway: Ramona Expressway	121,086 sq. ft. of new local road bridge structures 4 intersection / signal improvements 17 roadway lane miles 14 accessible pedestrian signals installations 14 new curb ramps installations 3,000 linear feet of culverts 17 bicycle lane-miles		$ 189,793	$ 44,500	2024-25
		Riverside County Transportation Commission	Metrolink Double Track Project: Moreno Valley to Perris	6.5 miles of rehabilitated rail tracks		$ 34,000	$ -	-
Los Angeles	**Los Angeles County Metropolitan Transportation Authority**		**I-405 Corridor Community Bus Service Improvement Program**		**Rt 405**	**$ 85,203**	**$ 32,000**	**2023-24 2024-25**
		Los Angeles County Metropolitan Transportation Authority	North San Fernando Valley Battery Electric Bus Project (Buses)	75 rail cars / transit vehicles - battery electric buses		$ 75,000	$ 25,507	2023-24
		Los Angeles County Metropolitan Transportation Authority	Venice Blvd Bus Speed and Reliability - (Lighting)	38 station improvements - lighting installations		$ 55	$ -	-
		Los Angeles County Metropolitan Transportation Authority	Venice Blvd. Bus Speed and Reliability (Bus Boarding Islands and Bus Pads)	38 station improvements - boarding islands		$ 8,528	$ 5,320	2024-25
		Los Angeles County Metropolitan Transportation Authority	Venice Blvd Bus Speed and Reliability - (Real-Time Passenger Info and Bus Shelters)	27 station improvements - bus shelters		$ 1,620	$ 1,173	2024-25
San Diego	**San Diego Association of Governments**	**San Diego Association of Governments**	**Build North Coast Corridor (NCC) Batiquitos**	0.6 miles of new rail track - bridge replacement	**Rt 5**	**$ 117,800**	**$ 103,300**	**2023-24**
						$ 3,026,318	**$ 532,812**	
				Total Funding Capacity			**$ 499,664**	
				Recommendation Oversubscribed			***$ 33,148***	

Existing Average Annual Vehicle Volume on Project Segment		816,174 Annual Transit Vehicle Miles Traveled				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		1,377,019 Annual Transit Vehicle Miles Traveled				
Measure	**Metric**	**Project Type**	**Build**	**Future No Build**	**Change**	**Increase/ Decrease**
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	77,911,725	77,938,148	(26,423)	-0.03% Decrease
	Daily Person Hours of Travel Time Saved				(1,123)	Decrease
	(Optional) Change in Daily Vehicle Hours of Delay	Highway	1,073,133	1,072,969	(364)	-0.03% Decrease
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus	2,932	2,896	36	1.3% Increase
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only				
	Level of Transit Delay	Transit Rail and Transit Bus	12.66 minutes	12.96 minutes	(0.29) minutes	-2.3% Decrease
	System Speed	All	30.8 mph	30.1 mph	0.7 mph	2.3% Increase

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All			(1)	Decrease
	Rate of Fatalities per 100 Million VMT		0.995	0.995	0	None
	Number of Serious Injuries				(7)	Decrease
	Rate of Serious Injuries per 100 Million VMT		4.66	4.66	0	None
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	2,347	0	2,347	Increase
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0	0	0.2	Decrease
	Particulate Matter (PM 2.5)		0	0	0.2	Decrease
	Carbon Dioxide (CO2)				64,088	Decrease
	Volatile Organic Compounds (VOC)		0	0	4.7	Decrease
	Sulphur Oxides (SOx)		0	0	0.4	Decrease
	Carbon Monoxide (CO)				174	Decrease
	Nitrogen Oxides (NOx)				23	Decrease

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	**1.43**			
	(Optional) Other Information					